

# TONOPAH DAILY BONANZA

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## TWO CAMPAIGN ISSUES.

While the league of nations is the paramount issue in the national campaign in the minds of practically all the people, yet there are other issues which should not be overlooked. Two of these are the abolition of White House autocracy and the restoration of the dollar dollar. Americans are tired of an autocrat who flaunts his disregard of popular opinion by the nullification of laws at his own pleasure, by negotiating treaties after the expressed disapproval by the electorate of his demand for a free hand, by refusing to use the ablest men in government in a time of world crisis, and by refusing to recognize the requirements of the constitution in reference to subordinate branches of the government. Americans would rather have in the White House a man who frankly says he does not know it all than a man who knows it all or the heir of such a man who is cock-like he has the solution of every problem and therefore does not heed advice.

Americans want a dollar dollar, not a 40-cent dollar, and while they recognize the inevitable depreciation of the dollar in time of war, they also know that governmental extravagance is responsible for the low purchasing power of money today to a greater extent than is the huge inflation of government credit. Accordingly, they want in the White House today those men who attend to the primary things: government efficiency, economy and readjustment of operations to a peacetime basis. Rigid reduction of inflation, equitable taxation and adequate fostering of the industries of the United States by means of a protective tariff will accomplish the return of the dollar to its true worth more quickly than any panacea of the universal brotherhood of man as typified by a league of nations in which five great nations are permanently made the master of all other nations as satellites to do their bidding.

On these two issues the Republican candidates, Mr. Harding and Mr. Coolidge, promise the needed reforms. Mr. Harding has announced his purpose of seeking the advice of the leading men of both parties in his conduct of the government and he has advocated the restoration of the dollar through rigid reduction of inflation, readjustment of taxation and protection of American industries. On the other hand, the Democrats stand for the exact opposite of these things. They would continue the Wilson policy of the supremacy of the president, and in their endorsement of the present administration, at least approve of the extravagance of it, while, in obedience to their platform, they would throw wide the doors of America so that foreign products, manufactured by cheap labor, would flood our markets. Considering these issues, there is little doubt that a large majority of the electorate will cast their votes for Warren G. Harding and Calvin Coolidge.

## OVERTAKEN BY BRITAIN.

America's spurt in shipbuilding during the war has turned into a sharp decline, and at present England, which was 931,000 gross tons behind at the end of the first quarter of 1919, is shown to be 959,000 in the lead. These figures were made public in a statement from Lloyd's Register of Shipping. On the present reduced scale of output the American yards show an increase of 109.7 per cent over the total under construction just prior to the war. England's big gain during the quarter ending on September 30 really represents only 116 per cent over the production in the pre-war period. As the yard report showed on September 30, England has 3,731,000 gross tons building, while the United States could report only 1,772,000.

In comparison with the pre-war figures, the American builders are now constructing 1,624,000 tons gross more, and the British 2,009,000 tons. When America's effort was at its maximum the gain over the pre-war output was greater than 4,000,000. It is shown that our present figures prove a decline of practically 2,500,000 tons.

But there is a bit of comfort to be found by American ship interests in the fact that in certain angles of the construction business this country holds a good lead. Returns made to Lloyd's Register show that the United States is meeting the demand for tankers with a record-breaking output. Briefly, the American shipbuilder is launching more than double the number of ships of this class under construction in Great Britain and the rest of the world together. There were 79 tankers, with a gross tonnage of 545,302, on American ways at the end of the last quarter. The rest of the shipbuilding world could show but 35 vessels. Of these, 32 were British and had a gross tonnage of 232,758.

William Jennings Bryan darts in and out of Washington every now and then and apparently doesn't know that a presidential campaign is raging in this country. It is the first presidential campaign in 36 years that has found Mr. Bryan's silver tongue tied. He seems to be wholly disinterested in the events of the hour. With election day only a few days off, it is evident that this former Democratic leader is not going to be able to disinter his heart from the grave where it was buried so deep at San Francisco. This is one of the unique features of the 1920 campaign—a political battle on and Bryan as silent as the sphinx. Something wrong somewhere.

Once more the shipping board has rejected all bids received for the remaining 285 ships of its wooden fleet. Scores of them are now anchored side by side in the James river slowly rotting at their chains. Not one ever made a voyage across the Atlantic. Yet in the spring of 1917 two of the most vital months of the war were frittered away while the president permitted his political henchmen at the head of the shipping board to hold up the recommendations of experienced shipping men while he stubbornly insisted on his wooden ship program.

I do not know much about the tariff, but I know this much, when we buy manufactured goods abroad we get the goods and the foreigner gets the money. When we buy the manufactured goods at home we get both the goods and the money.—Abraham Lincoln.

## STATE TO TRAIN INJURED PERSONS

It is now possible for a man injured in industry or otherwise so that he can not follow his old occupation to receive training under the direction of the state, according to the statement of Benjamin H. Morrison, state supervisor of vocational rehabilitation, who has been in Tonopah for several days. The state has agreed to the provisions of a federal law by which the United States government puts up dollar for dollar with Nevada in the training of any persons injured so that they cannot follow their former line of work.

Several residents of this city are already taking advantage of the law, according to Mr. Morrison. Ten thousand dollars is now available for the training of men and the courses are given under the supervision of the state industrial commission.

While in this city Mr. Morrison spent considerable time inspecting the work of the Tonopah School of Mines and speaks very highly of the work being done there under the direction of Professor Bennett.

## AUSTRALIAN EGGS SHIPPED TO U. S.

By Associated Press.  
 SYDNEY, N. S. W., Oct. 27.—Eggs have jumped in price here, mainly because the shipments to the United States are increasing. The prices have gone up recently despite the fact that production has increased. All the refrigerating space on the steamer Sonoma, sailing soon for San Francisco, has been taken for egg shipments, it has been reported.

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## OIL STATION ON PACIFIC ISLE

(By Associated Press)  
 SYDNEY, N. S. W., Oct. 27.—Work has been started by the French government on construction of a huge oil station on Tahiti, the largest of the Society islands, according to reports received here. The station will supply oil to ships in trans-Pacific service. Liners journeying between San Francisco and Vancouver, on the American continent, and New Zealand and Australian ports, are expected to make regular calls at the Tahiti station for oil. Boats on the run from Australia to New York and Europe via the Panama canal also will be served. Three large tanks, capable of storing thousands of barrels of oil, are being constructed.

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